The Hongkong Telegraph.

No. 3270 — WEDNESDAY, OCTOBER 12, 1892. — SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital ..... £ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | W. Wetton, Esq.
C. J. Hirst, Esq. | Kwan Hoi Chuen, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN LONDON:—

THOMAS CARMICHAEL, Esq.—Messrs. Dent, Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery & Co.
C. B. STUART-WORTLEY, Q.C., M.P.
GEO. MUNRO, Manager.

BANKERS:—

Paris Banking Co., and The Alliance Bank (Ld.)
The Commercial Bank of Scotland.
Yokohama—D. FRASER, Manager.
Shanghai—C. J. GALLOWAY, Manager.
Amoy—J. ANDERSON, Manager.

CURRENT ACCOUNTS opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on Securities or goods in neutral Godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed, 5 per Cent.
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS " 2 "

For Rates of Interest for other periods apply to the Manager.

Hongkong, 18th May, 1892. [8

NEW ORIENTAL BANK CORPORATION, LIMITED.
(IN LIQUIDATION.)

NOTICE TO CREDITORS.

CLAIMS on the HONGKONG BRANCH must be sent to the Undersigned. Forms may be had on application.

E. W. RUTTER,
Attorney for the Liquidator.

Hongkong 24th August, 1892. [846

Insurances.

THE FUNDS OF THE STANDARD LIFE OFFICE

ARE invested entirely within the British Dominions and are thus free from the complications which might arise in time of war. They now amount to Seven Millions Sterling, and have increased 50 per cent in the last 15 years.

DODWELL, CARLILL & Co.,
679—1] Agents, Hongkong.

THE SINGAPORE INSURANCE COMPANY, LIMITED.

APPLICATIONS for the post of SECRETARY, which will be VACANT towards the end of the year, are invited. A thorough practical knowledge of FIRE and MARINE Business is necessary.

Singapore, 14th July, 1892. [773

THE SUN LIFE ASSURANCE COMPANY OF CANADA.

ASSETS OVER $3,000,000.00.

Policies absolutely non-forfeitable.
No restrictions as to Residence or Travelling.
Rates of premia low.
Policies issued on all approved Forms.
For further particulars apply to

DOUGLAS LAPRAIK & Co.,
Agents for Hongkong.

27th August, 1892. [837

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 000,000, EQUAL TO $333,333.33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TEO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1885. 869

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [149

Masonic.

DILIGENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 13th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 7th October, 1892. [1002

PERSEVERANCE LODGE OF HONGKONG, No. 1,165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 17th instant, at 5.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 8th October, 1892. [1003

Amusements.

THEATRE ROYAL.

SATURDAY, MONDAY, AND TUESDAY, 15th, 17th, and 18th October.

THE BIJOU COMPANY.

The only Mystifying Entertainment in the World, Brilliant, Astonishing, and Charming.

CANARIS,
THE CELEBRATED GREEK ILLUSIONIST,

the Wonder of the Nineteenth Century, whose Entertainments on the Continent have caused a perfect Furore; the Wonderful Performances accomplished by this Phenomenal Artist have hitherto been considered impossible, making his Audience imagine he is something more than Human.

Miss BEAUMONT,
THE CELEBRATED DOUBLE-VOICED VOCALIST.

This Lady is the Possessor of Two Distinct Voices—Soprano and Baritone.

A noted and general success of
MESMERISM,

In performing which experiment Dr. CANARIS will select persons from the Audience.

DEXTER,
THE MAN OF MYSTERY,

the Production of which makes thinking people realise the idea that there are other forces in the World than those apparent to our Physical Intelligence.

CONSTANT CHANGE OF PROGRAMME.

Dress Circle and Front Stalls $2.00
Stalls 1.00

Soldiers and Sailors (in uniform) half price; also Children half price.

Box Plan at Messrs. KELLY & WALSH, LTD.

Hongkong, 11th October, 1892. [1015

Intimations

NOTICE.

LADY ROBINSON will be AT HOME TO-MORROW, the 13th instant, at "CRAIGIEBURN," from 4 to 6 P.M.

Hongkong, 11th October, 1892. [1016

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of SEVEN DOLLARS per Share for the year 1891 will be payable on TUESDAY, the 11th instant.

Warrants may be had on application at the Office of the SOCIETY on and after that date.

By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, 10th October, 1892. [1006

NOTICE.

I BEG to inform the Residents of HONGKONG, KOWLOON and OUTPORTS that this Office will ENGAGE SERVANTS for them without charge.

Any Servants engaged through this Office will have Security, etc.

For further particulars, apply to

J. T. COTTON,
Commission Agent,
2, Duddell Street.

Hongkong, 6th October, 1892. [997

THE NORTH CHINA INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY GENERAL MEETING of the above Company will be held at the HEAD OFFICE, SHANGHAI, on THURSDAY, the 27th instant, at 2.30 P.M., for presentation of the Half-yearly Report and Accounts to 30th June last.

By Order of the Court of Directors.
J. KENNARD DAVIS,
Acting Secretary.

Shanghai, 1st October, 1892. [1008

THE NORTH CHINA INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the HEAD OFFICE, SHANGHAI, on THURSDAY, the 27th instant, at 3 P.M., when the following Resolution will be proposed:—

"That the Directors be and they are hereby authorized to take all necessary steps for holding in London Extraordinary General Meetings of the Company for the purpose of passing Special Resolutions for WINDING UP the Company voluntarily, and for appointing Liquidators of the Company who shall be authorized to consent to the registration of a New Company to be called the "NORTH CHINA INSURANCE COMPANY, LIMITED," and for the signing of an Agreement with such New Company, for the transfer to it of the business, property, and assets of the Company."

By Order of the Court of Directors,
J. KENNARD DAVIS,
Acting Secretary.

Shanghai, 1st October, 1892. [1009

NOTICE.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

ACTING under written instructions from the DIRECTORS in Edinburgh, we advertised our appointment as Agents at Hongkong on the 2nd ultimo in place of the late Captain G. T. HOPKINS. Since the above date circumstances have arisen which have caused the Directors to request us to TRANSFER the Agency to Messrs. BUTTERFIELD & SWIRE, Hongkong. The Agency will in accordance with the Directors request be TRANSFERRED to Messrs. BUTTERFIELD & SWIRE, Hongkong, on the 11th instant, (TO-MORROW). The Directors authorise us to advertise that they make the change with regret and that it is in no way caused by want of confidence in us or from any dissatisfaction with our Management.

DODWELL, CARLILL & Co.
Confirmed by (Sd.) WINDSOR & Co.,
of Bangkok,
General Managers in the East for the Scottish Oriental Steamship Co., (Ltd.)

Hongkong, 10th October, 1892. [1012

Intimations.

LANE, CRAWFORD & CO.

FOR SALE.

BLACK GUT TENNIS BATS.
SLAZENGER'S "DEMON" TENNIS BATS.
AYRES' "CHAMPIONSHIP" and "WIMBLEDON" TENNIS BALLS.
COBBETT'S CRICKET BATS, DUKE'S CRICKET BALLS, A FULL STOCK OF CRICKETING GEAR OF EVERY DESCRIPTION.
DOUBLE-BARRELED FOWLING PIECES,
ELEY'S CARTRIDGES,
SHOOTING and SPORTSMEN'S SUNDRIES.

LANE, CRAWFORD & Co.

Hongkong, 12th October, 1892. [29

KELLY & WALSH, LD.

DATE BLOCK FOR 1893.

JUST PUBLISHED

DYER BALL'S Cantonese Made Easy, Vocabulary, 2nd Edition.
The Wrecker, by Stevenson and Osbourne.
Enquire Within upon Everything.
Gladstone & Company, Limited.
Howetoon: Records of a Scottish Village.
Bentham's Flora Hongkongensis.
Lemaire's Indian Clubs and how to use them.
Goodfellow's Cargo Measurer.
A Dead Man's Diary.
Manual of Commercial Instruction.
Reincarnation, by Annie Besant.
Fancy Note Paper and Envelopes.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 12th October, 1892. [6

HONGKONG TRADING CO.

WE ARE NOW SHOWING OUR FIRST DELIVERY OF

FLANNELS AND BLANKETS,

(BOUGHT AT SUMMER PRICES.)

100 PAIRS BLANKETS, AT $6.50 PER PAIR.

HONGKONG TRADING COMPANY,
Nos. 1, 3, 5, & 7, D'Aguilar Street.

Hongkong, 3rd October, 1892. [927

W. POWELL & CO.

EX S. S. "PINGSUEY,"
LARGE SHIPMENT OF
NEW GOODS.

SILKS, SATINS, PLUSHES, BALL DRESS MATERIALS, CASHMERES, FRENCH DRESS MATERIALS, KID GLOVES, &c., &c.

W. POWELL & CO.

Hongkong, 8th October, 1892. [5

THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS ..... THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

The HOTEL STEAM Llaunch conveys passengers and baggage to and from all Mail Steamers.

THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same Management.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER
Manager.

Hongkong, 12th February, 1892. [198

THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokio are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their head-quarters.

RATES, $3 TO $4.50 PER DAY.

C. S. ARTHUR,
Manager.

[166

Intimations.

NOTICE.

MESSRS. KELLY & WALSH, LIMITED, have been appointed SOLE AGENTS in SINGAPORE and the STRAITS SETTLEMENTS for "The Hongkong Telegraph" and "Hongkong Directory and Hong List for the East," and are authorised to collect all Accounts for these publications.

R. FRASER-SMITH,
Editor and Proprietor.

Hongkong, 8th October, 1892.

THE PUNJOM MINING COMPANY, (LIMITED.)

NOTICE is hereby given, that unless such of the SHAREHOLDERS in the PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED, as have not yet applied for the Ordinary and Preference Shares in the above Company, in accordance with the notice of the Liquidator of the PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED, dated the 7th July last, send in applications on or before the 31st instant, accompanied as to the applications for Ordinary Shares, with the payment of FIFTY CENTS per Share together with Interest thereon at the rate of $10 per cent. from the 8th day of August last, the said Shareholders will be deemed to have abandoned their rights thereto, and the Directors of the above Company will proceed to allot, or otherwise dispose of the same as provided by the said Company's Articles of Association.

Dated Seventh October, 1892.

By Order,
A. O'D. GOURDIN,
1003] Secretary.

SAIGON.

THE WORKS OF THE MESSAGERIES FLUVIALES DE COCHIN-CHINE.

STEAMSHIPS AND ENGINES OF ALL KINDS BUILT AND REPAIRED.

IRON AND BRASS FOUNDRY-WORK DONE.
PORTIONS OF ENGINES OR MACHINERY DUPLICATED.
Turning and Fitting—Valves, Cocks, &c.
RIGGING AND TACKLE.
Buildings and Workshops ERECTED, REPAIRED, AND MAINTAINED.

EVERY description of Mechanical Work Undertaken. Execution prompt and accurate, at most moderate prices. All kinds of Materials, Implements, and Stores supplied.

CARDIFF COAL always in Stock. [993

MESSAGERIES FLUVIALES OF COCHIN-CHINA, SAIGON.

EXCURSIONS TO THE RUINS OF ANGKOR-WAT.

IN order to facilitate Excursions to the Monuments of ANGKOR-WAT, the Messageries Fluviales Company will issue, until the middle of December next, special return tickets between SAIGON and ANGKOR at the reduced price of $50.

The Company will provide Boats and Carriages as far as Angkor; also board during the stay there, without extra charge.

The Steamers leave Saigon every Tuesday evening, arriving at Pnom-Penh on Thursday. They will leave Pnom-Penh on the Friday morning, reaching Tiem-Reap, Angkor entrance, on Saturday.

Excursionists will have three days to visit the Monuments; they have to be back to the Steamer on Monday, at 2 P.M.

The Steamer arrives at Pnom-Penh on Wednesday, remaining there until Friday morning; which allows travellers to visit the capital of Cambodia, and to be back in Saigon on Saturday, that is to say, Eleven days after their departure.

5th October, 1892. [994

THE NORTH AUSTRALIAN BUTCHERING COMPANY, SINGAPORE.

THIS Company butchers only AUSTRALIAN CATTLE (200 head arrive monthly by their Steamer "DARWIN"), and they now supply Steamers with their sea-stocks, &c. of AUSTRALIAN FRESH BEEF at the same price as Native Beef.

Orders, either for carcasses or smaller quantities, will receive immediate execution, and may be sent through Dubashes (*i.e.* Ships' Compradores) or direct to any of the given addresses.

ASK FOR AUSTRALIAN MEAT AND SEE THAT YOU GET IT.

OFFICES—3A, Raffles Place, Singapore; Telephone No. 113.
BUTCHERING ESTABLISHMENT—Orchard Road; Telephone No. 184.
CATTLE CAMP—New Harbour; Telephone No. 25.

Singapore, 1st September, 1892. [900

PIANOS, ORGANS,
MUSICAL INSTRUMENTS
OF ALL KINDS
BY THE BEST ENGLISH AND FOREIGN MAKERS.

FOR SALE, HIRE, OR ON THE EASY PAYMENT SYSTEM.

Illustrated Catalogues free.

MOUTRIE, ROBINSON & Co.
(UNDER HONGKONG HOTEL)
HONGKONG.

ALL our PIANOS are made Specially for us with Iron Frames, Check Action, Full Trichord, Solid Cases, and are beautiful in Tone and Touch.

REPAIRS A SPECIALITY.

Shipping.

STEAMERS.

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE & YOKOHAMA.

THE Steamship

"TARTAR,"

Captain Bailey, will be despatched as above on or about WEDNESDAY, the 12th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 4th October, 1892. [990

"UNION" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"CAMELOT,"

Captain Thomas, will be despatched for the above Port on or about WEDNESDAY, the 12th instant.

For Freight or Passage, apply to
SHEWAN & Co.,
Agents.

Hongkong, 10th October, 1892 [939

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Harris, will be despatched for the above Ports, on FRIDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 11th October, 1892. [1014

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR,"

Captain Craig, will be despatched for the above Ports, on SATURDAY, the 22nd instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Milk, Ice, &c., throughout the voyage.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th October, 1892. [1013

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

Captain Vyvyan, will be despatched as above on or about WEDNESDAY, the 26th October.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 26th September, 1892. [918

NIPPON YUSEN KAISHA.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

Calling at SAIGON, SINGAPORE, TOWNSVILLE and NOUMEA (NEW CALEDONIA) and taking through Cargo for NEW ZEALAND, TASMANIA, &c., &c.

THE Company's Steamship

"SAKATA MARU"

will be despatched as above on THURSDAY, the 27th instant.

For Freight or Passage, apply to
GEO. R. STEVENS,
Agent.

Hongkong, 7th October, 1892 [1002

SAILING VESSELS.

FOR NEW YORK.

THE 100 A. I. Italian Barque

"ORIENTE,"

Maresca, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, 24th September, 1892. [954

FOR NEW YORK.

THE 3/3 L. I. I. British Ship

"J. V. ROBBINS,"

Crosby, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, 3rd October, 1892. [981

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "TARTAR,"
FROM MIDDLESBRO', GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 18th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 11th October, 1892. [998

Intimations.

VICTORIA DISPENSARY.

COD LIVER OIL JELLY.

This is a sweet and exceedingly palatable Jelly, easily retained and digested by the most delicate stomach. Children, speedily grow fond of it and ask for more, and although it contains 50 per cent. of the purest Cod Liver Oil, all fishy taste and flavour is entirely covered.

In glass jars at 75 Cents.

COD LIVER OIL EMULSION.

A form in which the oil may be taken without difficulty by delicate patients and children.

Per bottle, $1.00.

COD LIVER OIL EMULSION WITH HYPOPHOSPHITES (*Lime and Soda*).

A combination of great value in wasting diseases, especially of the Chest and Respiratory Organs.

Per bottle, $1.00. Per dozen, $10.00.

BALSAM OF ANISEED AND LIQUORICE.

For the relief of all catarrhal complaints, such as Coughs, Colds, Hoarseness and Soreness of the Chest, &c.

In bottles, 50 Cents and $1.00.

BALSAMIC COUGH LOZENGES.

A never failing remedy for Coughs.

In bottles, 50 Cents.

SIR R. MARTIN'S MIXTURE.

The remedy for Influenza, Cold in the Head, Hay Fever, Catarrh. Prepared from a prescription of Sir R. Martin. 50 Cents and $1.00.

DAKIN, CRUICKSHANK & Co., LD.

Hongkong, 4th October, 1892. [30

A. S. WATSON & CO., LD.

SEEDS.

WE have received *ex* S. S. *ROSETTA* our first shipment for this Season of VEGETABLE AND FLOWER SEEDS, and are now prepared to execute orders promptly.

CATALOGUES containing numbers and names of Seeds with HINTS FOR GARDENING and other useful information, will be sent post free to any address on application.

Orders from one person $5.00 to $10.00, 25 per cent. discount allowed.
" " " " over $10.00, an extra 5 per cent. discount allowed.

CLAY'S FERTILIZER.

A High Class FERTILIZER for POT-PLANTS and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in tins containing 10lbs. each...$1.50.
" " " 28lbs. " ...$4.00.

☞ *Special quotations for large quantities.*

RANSOME'S NEW PARIS LAWN MOWERS.

$17.00 each.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

Hongkong, 14th September, 1892. [4

MARRIAGE.

At Yokohama, September 22nd, 1892, before Hon. W. D. Tillotson, U. S. Consul-General, GEO. FCELVY of Hongkong, to Miss NELLIE C. DERRICK of San Francisco. No cards.

The Hongkong Telegraph.

HONGKONG WEDNESDAY, OCTOBER 12, 1892.

THE CHARTERED MERCANTILE BANK.

ACCORDING to the half-yearly report of the Directors of the Chartered Mercantile Bank of India, London and China, issued in London on October 1st, this old established and once popular institution has run its course. The Directors, recognising a loss of about 30 per cent. of the Bank's capital of £750,000, chiefly through the great depreciation of silver, recommend voluntary liquidation, and their judicious recommendation will doubtless be carried into effect. A suggestion to reconstruct the Bank is scarcely likely in these trying times to meet with much consideration.

The recommendation of the Directors to liquidate was wired out to the Manager of the Chartered Mercantile Bank at Singapore, and that gentleman at once communicated the important news to the local press. And in doing so he acted wisely and did no more than his duty. Was this same telegram wired at the same time to Mr. THURBURN, the manager of the Bank in Hongkong? If so, and we have every reason to believe it was, why did not Mr. THURBURN advise the local newspapers of the fact for the benefit of local depositors and the community at large? He certainly ought to have done so. That gentleman was interviewed by a *Hongkong Telegraph* reporter on the 10th inst. and expressed himself as being somewhat disgusted with what he called the blundering and meddlesome references made to his Bank by certain local newspapers, meaning the *Daily Press* and the *Hongkong Telegraph*. Our morning contemporary predicted on the 3rd inst. that the Bank would close its doors that day, and for that statement the *Daily Press* is, of course, solely responsible. All that we said—after mentioning that Chartered Mercantile notes had been boycotted by the Chinese money-changers, the shroffs of the leading foreign and Chinese hongs, the hotels, stores, etc.—was this:—"So far as we can ascertain, the Chartered Mercantile Bank is perfectly solvent, although there are grounds for believing that it may be found advisable shortly to wind up the business of the local branch."—And Mr. THURBURN, in his pompous omniscience, is of opinion that the possibility of closing a branch that does not pay, without affecting the stability of the Bank as a whole, is absurd. We are exceedingly sorry for Mr. THURBURN, as we gave him credit for possessing a trifle more sense; but it is no severe disappointment that our estimate of him was a mistaken one. The Agra Bank and the National Bank had both branches in Hongkong at one time; they did not pay and accordingly were closed, and without affecting the stability of the parent tree. And dozens of other similar cases could easily be cited. Where the absurdity of our reference comes in we should really like to know. Perhaps Mr. THURBURN will oblige?

There is never smoke without fire. Notwithstanding the local Manager's somewhat peculiar reticence, the Chinese quickly found out that a screw was loose somewhere, and then there was a rush on the Bank and a wholesale exchange of notes and withdrawal of deposits. And the end was near. Within a few months the Chartered Mercantile Bank of India, London and China will be a thing of the past and, at least as far as Hongkong is concerned, it will not be greatly missed.

TELEGRAMS.

THE NEW O. B. C.

LONDON, October 10.

The liquidator of the New Oriental Bank will pay a dividend of four shillings in January next.

CHOLERA IN FRANCE.

Cholera has appeared at Marseilles.

FRANCE AND DAHOMEY.

News has been received of desperate fighting having taken place between the French and the Dahomeyans.

LOCAL AND GENERAL.

THE Mikado and the Empress of Japan sent a contribution of 1,000 yen, in aid of the sufferers by the recent typhoon in Shizuoka-ken.

WE are still compelled to give Acting Consul-General Watters and the Transit Pass *embroglio* a rest, owing to stress of other matter.

A GERMAN manufacturer in Yokohama is reported to have applied to the Japanese Government for a license to establish works for the manufacture of soap in that port.

A REGULAR meeting of St. John's Lodge, No. 618, S C., will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

IT is reported that the Japanese Communications Department has decided upon the construction of a specially constructed telegraph steamer for cable-laying purposes. The estimated cost is about $400,000, and this amount will be included in the estimates for the Department's expenditure next year.

THE "Vanishing Act" in Kobe. It is rumoured, says the *Rising Sun*, that a well-known Kobe resident who lately left that port bound to Nagasaki on business connected with his firm has disappeared. We understand financial difficulties may have had something to do with his silent departure.

THE sanitary board will meet on Thursday, October 13th, at 4 p.m. *Agenda.*—1. Mortality Returns for the weeks ended the 1st and 8th October, 1892. 2. Two applications to connect urinals with the public sewers. 3. Colonial Veterinary Surgeon's report for the quarter ended the 30th September, 1892.

IT appears that we were at least premature in indicating last night that the pending suit between the Bank of China, Japan and the Straits and the Hon. E. R. Bellilios and others, had been amicably settled. We understand that, so far, no arrangement has been arrived at, and that the matters in dispute will be duly fought out in the Supreme Court.

THE departure of the English mail by *Bokhara* having been postponed till daylight on Friday, the 14th inst., the following hours will be observed in closing the mails:—2 p.m. money order office closes. 2 p.m. posting of prices current and circulars ceases. 4 p.m. registration ceases. 4.30 p.m. posting of newspapers, books and patterns ceases. 5 p.m. posting of letters ceases. Late correspondence of all kinds, with 10 cents extra postage on each article, may be posted on board till time of departure.

NUMEROUS inquiries have been sent to this office during the current year asking why the hongs of Messrs. Butterfield and Swire and Messrs. Arnhold, Karberg and Co. were not included in the latest issue of "The Hongkong Directory and Hong List for the Far East." In order to prevent any misunderstanding we think it advisable to state that the reason for the omission was a very simple one—the "bosses" of the two firms in question refused to furnish the necessary information, in fact they did more than that, they returned our circulars unopened. Nobody but blackguards of the lowest type would have descended to such meanness as to refuse to supply to a work of great public interest, that extensively circulates throughout the Far East and elsewhere, the information that was respectfully applied for; but as the Scotch proverb forcibly, if somewhat inelegantly, expresses it—"ye can get nae thing frae an ely can but stink." The "bosses" referred to above were Mr. Edwin Mackintosh and Mr. Lorenz Poesnecker—two of the most contemptible tinkers that Hongkong has ever known. "Copper Jock," "Tosh's" pet lackey, is fairly entitled to third place, with the O'Hooligan MacDriscoll close up.

A DEAD Chinaman was found lying at Kaboon Pala, Neil Road, Singapore, on the morning of the 4th inst. His neck was tied by a cord and his mouth and nose were filled with cotton seed.

"SEQUAH" gave a very successful entertainment at Yokohama the other day on behalf of a charitable institution known as the King's Daughters' Circle, realising, after paying all expenses, the handsome sum of $374.

A RUMOUR has lately been current in Ceylon that the Royal Warwickshire Regiment will leave that island for England about March next year, and will be succeeded by the Northamptonshire Regiment, at present in the Straits Settlements.

THE *Hyogo News* regrets to learn that some of the foreigners connected with the Japanese Government Railways are to be dismissed at the end of six months. In Kobe, says our contemporary, Mr. Pitts will be discharged, leaving only two foreigners remaining.

IN the Singapore Admiralty Court on Oct. 3rd, Acting Chief Justice Wood, in a claim for salvage, awarded Mr. J. C. Davies, a pilot, the sum of $1,500 and costs against the owner of the small steamship *Teck Seng Guan*, "on the score of his having rendered prompt, intelligent and critical service to a vessel in imminent danger of loss."

A JAPANESE native paper says that owing to the Bank of Japan still continuing the purchase of silver bullion, the five godowns of the Imperial Mint are now filled with the metal, and another godown is to be built shortly. Some 16,000,000 yen worth of silver bullion is now stored there, and it will take three years' ceaseless work to make them into coins.

By kind permission of Lieut.-Col. H. Ravenhill and Officers, the Band of the 1st Shropshire Light Infantry will play the following programme at the Peak, between Craigieburn and the Mount, to-morrow, commencing at 4 p.m.:—

March	"Bersaglieri"	Ellenberg.
Overture	"Le Cheval de Bronze"	Auber.
Song (Cornet Solo)	"Mose"	Adam.
Selection	"Aida"	Verdi.
Valse	"Bragansa"	C. Godfrey.
Selection	"Ivanhoe"	Sir A. Sullivan.
Polka	"Echoes of Mont Blanc"	Jullien.

THIS morning at a little after ten, a heavy fall of debris, bricks, plaster and beams took place at 185, 187, 189 and 191, Queen's Road East, in charge of Messrs. Linstead and Davis. The building was under process of being demolished, the roof very luckily being already off; as it was, some 60 tons of stuff fell into the roadway, blocking it up and carrying down the electric wires, breaking a post and doing minor damages. Fortunately there being no person near at the time there was no ambulance needed.

IN the Supreme Court to-day two appeal cases were commenced; the first against a judgment of the Acting Puisne Judge, wherein the Statute of Limitations had been held inoperative owing to a verbal promise to pay the debt, made more than six years after the debt was incurred; and the other case arose out of a lease of Crown land, in which a dispute arose as to whether the rent was a fixed sum or was at so much per foot, the lease having mis-stated the area. Neither case was finished, nor was an ancient Chinese will suit, commenced before the Chief Justice.

CAPTAIN Samuel Ashton, who left to-day for England *viâ* San Francisco, had a very hearty "send off" accorded him by the Marine Association of which he has been president for the past two years; being taken off to the *Gaelic* in a launch gaily decorated with bunting, the Association's flag being displayed at the bow, for the first time in this port. After getting the popular President on board, the party of friends gave their late Chief three ringing cheers and dipped the ensign as the launch gradually wended her way shorewards, the *Gaelic's* ensign being dipped in acknowledgment as the little steamer passed astern of the gigantic Pacific liner.

REFERRING to the suit instituted against Messrs. Jardine, Matheson & Co. by Major Bros. Ld., of Shanghai, in connection with the Imuris Mines, Ld., the *China Mail* solemnly observes that "Such an action against the Agents, in view of all the circumstances, seems unusual." What does our contemporary mean by the phrase "in view of all the circumstances"? We venture to think that the simple minded Editor doesn't know what he means, for as a matter of fact it is simply in view of all the alleged shady circumstances that Major Bros., Ld., are suing the late Agents of the Imuris Mines! And the *China Mail* paragraphist thinks—ye gods! he actually *thinks*—that any question as to responsibility of agents for publishing or not publishing information may safely be left to the decision of the properly constituted authorities. Our long-eared friend "Brownie" seems to have forgotten that questions involving actions at law are always left to the decision of the properly constituted authorities in the Supreme Court, and that they couldn't be left to anybody else. The *China Mail's* paragraph was evidently meant as a bit of servile toadying to the 'Princely House,' but the writer did his work so badly that he only holds our contemporary up to well-deserved ridicule.

I DON'T KNOW.

My name is M—I—;
I'm an ass!
I've a cheek of triple brass,
Of the very toughest class,
And I dearly love to gas
Among the ninnies.

I haven't any sense—
I never had.
I've many a foolish fad,
But they all go to the bad,
And it makes the public mad—
It's immense.

I always keep so cool,
when I'm wrong.
And I've kept it up so long
That it's now an ancient song,
To the tune of an empty gong—
"I'm a fool."

At question-time, you bet,
I am there.
Ask me how or when, or where
Something happened—I don't care,
There is one thing I can swear—
"I forget."

I forget my very name,
now and then;
And I don't remember when
Things have come within my ken
Ninety-nine times out of ten
Just the same.

This appears a little mixed,
Never mind.
That is easier, I find,
Than the intellect to bind
Down to facts of any kind
hard and fixed.

It is down my slender throat
often rammed,
And with strong expletive jammed
That I'm full of rubbish crammed,
Like a certain double-blank!!!

OFFICE COAT.

IT is reported in Japanese papers that the Nippon Yusen Kaisha has decided to raise a loan of yen 2,200,000.

A FREE fight between a dozen drunk Japanese naval heroes and Scottish bobbies took place opposite the Club yesterday evening. The Scots won—score, $1 each or seven days.

A CHARTER for permission to construct oil tanks on the compound of the Kobe Kerosene Warehousing Co. at Wada Point has been granted to the Company by the Japanese Government, and the tanks, it is said, will be built shortly.

ANOTHER TAIKOO ENTERPRISE.

$130,000 GONE WRONG.

In April last we had occasion to mention, in the course of an article descriptive of the progress of the Taikoo Colony at Quarry Bay, a fine large reservoir which was then all but completed. We spoke in terms of the highest praise as to the enterprise and ability displayed by Messrs. Butterfield and Swire in this work. It now appears that we were too previous. Our very dear friends have again made a hash of things through what Shakspere called "vaulting ambition, which o'erleaps itself, and breaks its baily neck," or words to that effect. This reservoir is an even worse speculation than the *Oorlya*, for though old iron has a high marketable value, old mud has none; but it cost $130,000.

First it is necessary to go into details, which we are enabled to give fully and correctly, though Messrs. Butterfield and Swire have not supplied us with our information. The dam is, in round figures, 500 feet long, 83 feet high, with 70 feet head of water; 55 feet broad at the base, and six feet broad at the top. The dam is built of concrete entirely, without masonry, ironwork, or anything except concrete. There is a 3-feet wall of cement-concrete on each face, inside and out, composed of six parts (cubical) crushed stone, three parts sand, and one part Green Island cement. Between these two facing walls the body of the dam was filled in with lime concrete—six parts stone, three red earth, and one lime, of some cheap Chinese sort. The reservoir is nearly triangular in shape, extending back into the hills about 1000 feet. The hillsides, which were to form the other two sides of the triangular reservoir, were faced with Whampoa mud, rammed hard. In the middle of the dam was a small hillock, about fifty feet high and eighty or a hundred feet broad at the base. This was not cut away to allow of the dam being built solid, but was trimmed into shape a little and faced like the rest. While the excavations were proceeding, the soil was carried from the interior of the reservoir out to the sea shore through two tunnels in the base of the dam, one on each side of the hillock, and was used to reclaim a tract of somewhat unhealthy tide-swamp, which is now planted with trees, forming a vast improvement. When the work inside the reservoir was finished, the tunnels were filled up, not with blind flanges, nor brick-work, but with concrete just like the whole dam. Then finishing touches of plaster were put on, gullies down the sides, three feet from the top, were laid to carry off the overflow to the sea, and the reservoir was complete.

Complete failure! As soon as the water rose to a height of 50 feet it was found that the wall was not water-tight. Almost all new dams "sweat" more or less; water oozes through at first until gradually the microscopic crevices are filled up by imperceptible means, and the whole becomes as tight as a soda-water bottle. But it was not so in the case of the Taikoo Waterworks. Instead of the leakage decreasing, it increased, until, to some minds at any rate, there was serious danger of the whole structure being carried away—and with it of course the whole Sugar Works would go. The pressure of the water, about 25lbs. to the square inch, we believe, had in places forced the hard facing into the softer material behind it, and wandered at its own sweet will through the lime-concrete, which had never had time to harden. In fact, we are informed that it has been found necessary to cut small holes through the outer cement-concrete wall, at the base, to let out the water which was settling in among the lime-concrete and was threatening to burst through and wreck the whole structure. Other holes were made, higher up, right through the dam, to draw off some weight of water; and at various places where holes have been made for the purpose of examining the interior of the wall, it is found that the lime-concrete can be hauled out by handfuls, loose, and about as fit to retain water as so much common sand. Further, the hillock is believed to have caused more leakage than anything else, the thin coating of concrete having given way through lack of solid backing, and the water then forcing its way through the soil and up into the interior of the dam.

The cause is not far to seek. In the first place, the design was not made by an architect or civil engineer, who would have known that a wall of that size, if built of concrete, ought to be allowed at least seven years to set, instead of seven months, (for the whole work was done between October, 1891, and April, 1892). The Hon. F. A. Cooper, Director of Public Works, who knows his business if ever any man did, is reported to have seen the work while in progress one day, and to have expressed the opinion that it was being done too quickly. The process was hurried; the cement-concrete walls were put up, between boards from day to day, and each day the planks were taken down from the previous day's work and the lime-concrete thrown in. Thus each day's work was only exposed for one day. The foreman superintending the work frequently expressed his opinion that the design was not safe; but he simply had to follow instructions, and could not help it. All he could do was to see that the design was carried out properly according to the designer's ideas, such as they were; to ensure that the material was good and was used to the best advantage as per instructions. He did so, and cannot be blamed for the damage caused by such a foolish design. The designer, perhaps, can hardly be blamed either, for though he made such a mess of the business, it served B. and S. right for not getting a properly qualified man. It would almost seem as if, now that "Tosh" has departed, luck is going against the "Scavengers of the East."

THE LATE TYPHOON.

THREE STEAMERS OVERDUE.

The typhoon lately reported from Manila seems to have struck up northward through the Formosa channel and caught quite a number of steamers.

The *Kaifong* (Butterfield and Swire) arrived to-day from Chinkiang and reports having run into heavy weather between Turnabout and Ockseu on Saturday night last. A steamer, apparently P. & O., and probably the *Verona*, passed about 9 o'clock. From that point the weather grew worse, wind increasing from north east, and mountainous seas breaking over the stern. All Sunday it grew worse. One big sea carried away the port lifeboat, of steel, and also stove in the starboard lifeboat beyond repair. The Chinese saloon (on the poop) was wrecked, the chart room on the bridge cleaned out, and great damage was done to the deck fittings, steam pipes being carried away, doors and windows stove in etc. Fearfully big seas swept the decks, from stern to bows, threatening to engulf the vessel, which was loaded down with a full cargo, and rode deep. The chief officer was knocked about badly in trying to lash some loose gear, and had his ankle sprained. The second officer was also picked up by the seas and had his head smashed; the Chinese firemen refused duty, from fear, and the engineers had to turn to stoking. The third was lamed in doing this. The ship was hove to on the starboard tack for about six hours, during which the typhoon seemed to be at its worst. The lowest barometric reading was 29.70. It is believed that the *Kaifong* passed through the north-east part of the typhoon.

The *Choysang* (Jardine, Matheson & Co.) from Shanghai, also reports tremendously heavy seas, and bad weather, the barometer reaching 29.65 on Monday evening. She has not, however, suffered much damage.

The *Protos* (Wieler & Co.) from Moji, met the west part of the typhoon in the northern end of the Formosa Channel, and was badly knocked about from Sunday afternoon until Monday evening. She was repeatedly pooped by mountainous seas, one of which swept the starboard lifeboat on top of the engine-room skylight, wrecking both. Two other boats were lost, and great damage was done to deck fittings.

The *Phra Nang*, from Kobe on the 6th, was expected here yesterday, but has not yet been signalled.

The *City of Peking*, from Yokohama on the 6th, is now about 36 hours overdue.

The *Bokhara*, from Shanghai, is 26 hours overdue, and has not been signalled. No wire or other message has been received, though if she had put into Amoy or Swatow she would of course have at once telegraphed here. The cricket team which went from Hongkong to Shanghai was to return by *Bokhara*. The mail for Europe, which was to have closed to-morrow morning, will not close until afternoon.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE GREEN ISLAND CEMENT WORKS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—As one considerably interested in the Green Island Cement Co. I have been very much pleased to observe that other shareholders have come forward and explained their views so clearly regarding the general management of the Company. But in criticising the General Managers, I think a word of warning ought also to be given to the Directors, and I shall be obliged if, through the medium of your columns, you will indicate to these gentlemen that at the next general meeting of shareholders, if not sooner, they will be taxed and brought to book for the apathy they have displayed since their appointment. They were appointed, I am informed, by the General Managers (if I am wrong in stating this, let them contradict me), and in consequence of this, it is said that they are afraid to make any complaints or offer any suggestions; so that it would seem that they accepted these responsible appointments not to assist or advise in the general management, but merely to act as figure-heads and draw a salary—if there should be any money left to disburse amongst them after the General Managers have paid themselves.

Your correspondent "H. W. F." is quite correct in what he says about the Secretary spending the greater portion of his time looking after the interests of the Petroleum Storage Co. at Kowloon, and it will be interesting to note when the Green Island Cement Co's accounts are ready for presentation to the shareholders next year, how much in the way of remuneration has been given this hard-worked person.

Perhaps it would be as well to allow Messrs. Arnhold, Karberg & Co. to complete the year's working undisturbed, from the date on which the Company was re-organised, before taking further steps or writing more on the subject, as the correspondence which has already appeared in your columns will show the General Managers that their stewardship is being closely observed, and may in other directions have a beneficial effect.

In conclusion, I trust the General Managers will find no difficulty in dealing with the debenture holders when interest on their debentures becomes due.

Your's faithfully,
D. S.

Hongkong, 11th October, 1892.

THE BEHRING SEA SEALING DIFFICULTY.

INTERVIEW WITH CAPTURED SAILORS.

Of late the Russians have created a good deal of more or less harmless hubbub throughout the world by seizing American and British sealing vessels wholesale in the Behring Sea. In one instance they were said to have used undue violence in capturing a helpless victim, and even added wanton insult to unjustifiable injury by trampling under foot the British ensign on the deck of a British schooner. Reports of the action of the Russians were published a few days ago in the Vancouver papers from information supplied by the released captains of several sealers who got back to their port of departure minus their vessels. But we are to-day in a position to furnish our readers with a most interesting narrative obtained from five members of the crew of the British schooner *Carmelite*, which has been seized and confiscated by the Governor of Petropaulovsky, in East Siberia. These men tell an unvarnished and more or less thrilling tale of their experiences, which reveals most reprehensible conduct on the part of the Russian officials concerned, and of the Acting British Consul at Nagasaki, to whom the men were forwarded by order of the Governor-General of East Siberia. Our informants, who are able seamen, arrived here on Monday in a destitute condition and are now staying at the Sailors' Home. To a *Telegraph* reporter, who interviewed them, they said:—

We are members of the crew of the British sealing schooner *Carmelite*. She is a vessel of 100 tons register and carried a crew of 23 men, all told. The Captain's name was Hughes and the mate was his brother; the second mate was named John Sullivan. They are all natives of Nova Scotia. The other members of the crew were:—Thomas Balcom, T. Wilson, W. Hart, W. Burns, T. Darcey, J. Steers, W. Spurr, J. Morrel, C. Payne, J. Dodd, and J. Nobelle (able seamen), G. Wells, W. Porey, H. Haggarty, G. Colburne, C. Burns and Ralph Smith (hunters), 2 Japanese seamen and John Harty, cabin boy. We sailed from Victoria (British Columbia) on the 1st February of this year and coasted along the British coast until April when we were up to Sitka, in Alaska. From there we sailed to Fognet Island, where we shipped 680 seal skins. We left Fognet on the 20th June and by the 5th of July were in sight of and ran miles off Copper Island. At this time our taffrail log was lost owing to the parting of the line which held it; the Captain therefore determined to go ashore on Copper Island to take sights, correct his chronometers and adjust the compass. Accordingly on the 28th August we were making all sail for Copper Island and were, as we thought, 100 miles off the land, when a heavy fog came down. After a while the fog lifted and we found ourselves, by our reckoning, about 45 miles off the island and a three-masted Russian cruiser steaming towards us. We found later on (and it was vouched for by a Russian naval officer subsequently) that we were then only 23 miles off the land. The man-of-war in question, the *Vitiaz*, Captain Zatini, came within range of us and fired a shot across our bows, so we hove to, when she came close up, and sent an officer with 15 armed men on board our vessel. They went down below and inspected our cargo. That was at 10.30 a.m. After inspecting the vessel they took the ship's papers and made the Captain and three British seamen go off with them in their boat to the cruiser, and told the Captain that his ship was confiscated. Upon arrival alongside the *Vitiaz* Captain Hughes was taken to the Russian Commander who told him he was a trespasser in Russian waters and that his ship was confiscated and the whole crew, including himself, might consider themselves prisoners. The Russians then manned the *Carmelite* with a prize crew and put all our men on board the cruiser. They would not allow us to take our effects, but made us leave our ship with a few articles besides what we stood up in and said we should see our ship in Petropaulovsky. Our best effects were therefore left behind. Before we left our vessel a Russian officer hauled down the British ensign, aft, and hoisted the Russian colours. He didn't trample the British flag under foot, as they did on board the *Ariel*, but allowed one of our men to wrap it round his waist and take it with him on board the cruiser. We were taken to the port called Petropaulovsky, 300 miles distant, and while *en voyage* were well treated by the Russians, and well fed. Upon arrival at Petropaulovsky Russian gendarmes put us

IN AN EVIL-SMELLING SHED

But allowed us to go out under guard for a few hours daily. The stench in the shed was horrible owing to a large urinal being at one end of it. We were allowed 15 *copeks* (about 7 cents) a day to victual ourselves, which was shameful, for it was enough only to buy coarse black bread with. Some of the Russian townspeople took pity on us and gave us a glass or two of vodka. At night we could not sleep owing to the intense cold and want of bedding and blankets. After five days of suffering we were again shipped on the cruiser and taken to Saghalien, and thence to the Robbin Island rookeries, after which we put into Alexandria (a port in Saghalien) for coal. There we saw a good deal of

THE BRUTAL TREATMENT OF RUSSIAN CONVICTS.

It was a horrible sight. The ship was lying at anchor about three miles off the shore and the coal was brought off in barges manned by Russian convicts, who also had to put it in our bunkers. We were appalled to find that, although the weather was very cold, the convicts were only partially clad—in fact, indecently clad—and were fed like swine, having buckets of bran mash to subsist upon while at work. They were a lean, scraggy, half-starved lot of men, who scarcely had strength enough to lift the 50 pounds bags of coal. Such a sorry sight did they present that the Russian officers even took pity on them and gave them some bread and meat and a glass of vodka—for which they evinced the deepest gratitude, one of them even crying when he reflected on the luxury he once lived in when a student at Odessa. Some of us who had a spare shirt or pair of pants gave them to these Russian convicts to help to protect them from the biting Siberian blasts that cut right into one's bones. The coal all on board, we weighed anchor, steamed round to Imperator and after dropping in at St. Olga Bay were taken to Vladivostock and handed over to the authorities, who shoved us into a big barn where a large number of sick Chinese were lying in rows on the floor. The first night five Chinese died and the next night a dozen; we became alarmed and inquired the cause. You can guess our amazement when were told—"It's cholera. They're dying like rotten sheep, and you'll be lucky to get out of this alive." After that we slept outside as well as we could. The Russians allowed us to walk about the streets and to lodge where we pleased, but as we had no money, and they wouldn't give us any, those that found other lodgings were indebted to the kindness of some of the residents for it. Finally we were sent on board the Japanese steamer *Tokio Maru* and after calling in at Wonsan and Fusan, in Corea, arrived at Nagasaki on the 4th October, where we remained on board until the Acting British Consul, Mr. Chalmers, came off and ordered us ashore to Johnston's saloon. The *Marie's* crew, who were prisoners at Vladivostock and whose ship was confiscated, were sent down with us, and were put up at Mile's saloon. We were all examined at the British Consulate the next day and had to sign some papers. The whole of our crew were Canadians except the five who are now here, the 2 Japanese and 2 Americans. The Consul at Nagasaki is named Quinn, and as he was absent the assistant, Mr. Chalmers, acted in the matter. Mr. Chalmers wouldn't have anything to do with the Americans because they were not English subjects, and the American Consul objected to take them because they were

SERVING UNDER A FOREIGN FLAG

and were, as far as he knew, "sea rovers." Finally he took charge of them, though, and said he'd make the British Government pay the expenses. The Consul refused to send us back with the rest of the crew to Victoria, where we could have got the pay due to us, but insisted on sending us down here. He said he did it because we were not Canadians or natives of Nova Scotia. Each of us has about $[illegible]00 due us now, but we are, owing to the action of that British Consul, destitute. The Captain of the *Carmelite* gave us our account of wages, but the Shipping Master here says it is of no use, and if it is no use we are heavy losers and, as we say, destitute.

Did your Captain sign any document on board the Russian cruiser?

Yes, certifying that we were well treated on board. That was all.

Where is your vessel?

We don't know. Never saw her in Petropaulovsky. A German steamer, the *Kiel*, reported to us in Vladivostock that he had seen her there, after we left.

Are you glad to be here?

No. We consider it a great grievance to be deported here, away from our shipmates and away from the owners of the ship, who would certainly have helped us.

How were you fed on board the Japanese steamer?

On rice, like a Jap. The Captain said he couldn't give us anything more because it was stipulated in the contract with the Russians that rice was to be our food. But on the *Verona* we were well treated in every way.

What has become of the *Marie's* crew and the rest of the *Carmelite's* crew?

They were to be sent to Victoria by one of the *Empresses*.

Were there any other prisoners sent down with you from Vladivostock?

Yes, three men of the *Annie C. Moore's* crew. The vessel was caught and got away, but the men in her boat were captured. It was the Russian Fur Co.'s steamer *Keith* that picked them up.

How was it the Russians came to seize your ship?

Well, the Russian Admiral at Vladivostock said we were in Russian waters, for "where the Americans lies ends then you get into Russian

waters. We control all the sea beyond the American limits. It matters not if you were 100 miles off the land. You would be seized and confiscated just the same."

But what about the three miles limit?

He wouldn't listen to that. He said he was right and that the ship and cargo was his—and lawfully his.

What is the name of that Admiral?

I think it is Dierkoff.

What's the value of your ship and cargo?

About $30,000.

Who does the *Carmelita* belong to?

To Captain Hackett of Victoria (B.C.). Our agents in Victoria were Messrs. R. W. Ribbets & Co. The owners of the confiscated schooner *Marie* are Messrs. Lawrence and MacDougall.

What are your names?

T. Wilson, T. Darcey, W. Hart, W. Burmand and J. Steers.

Was there a British gunboat in Vladivostock harbour when you left?

No, not a sign of one. We were, as far as we know, voluntarily released. But we heard that others who were equally ill-treated and got to Yokohama caused the Consul there to wire to the British Government and the latter protested at St. Petersburg with such good effect that the Government ordered the Siberian officials to release all prisoners as soon as possible.

What are you going to do now?

We don't know. We are destitute and shall be very thankful if you will publish our story so that some benevolent people who read it may be moved to help us a little.

"Certainly," was our representative's reply, and then as the dinner gong sounded he left his hapless informers on their way to the dining hall. They are a fairly well educated, respectable lot of men who seem to have been ill-treated by both Russian and British officials, and we trust that the American Consul at Nagasaki will make Mr. Chalmers smart for his refusal to care for Americans who came to grief while serving under the British flag. These five mariners are undoubtedly deserving of aid and we trust that their needs will be duly seen to by the Government.

THE BANK OF CHINA, JAPAN AND THE STRAITS.

Under the heading "What is the matter now?" the following correspondence has recently appeared in a Yokohama contemporary:—

YOKOHAMA, September, 20th, 1892.

TO THE EDITOR OF THE "JAPAN MAIL."

SIR,—It is reported as a fact that the shares of The Bank of China, or Trust and Loan Co. have been sold in London for nine pence a share. As the shares cost originally £1.10.0. and for the first year of its existence the bank paid a dividend of 18 per cent. and last year declared—and paid—8 per cent. dividend, carrying some thousands of pounds to the reserve fund, the question is pertinent,—"What is the matter now?" The quotations for its stock have been for some months past fluctuating between three and four and one half dollars in Hongkong and Shanghai. It is one of the conundrums of the financial world, especially so with the shareholders of this bank, why such a heavy shrinkage has been possible in London. Just think of it, shares costing £1.10.0 selling for nine pence where money is to be had on average good security at the rate of three to four per cent. a year!

Is it not due to shareholders that the management of the bank should come to the rescue by making an official statement as to the general condition of the institution, and positively state whether there will or will not be a further call made upon their purses to augment the funds of the bank? The management of a bank should be able to stay such a fearful loss to its shareholders as is represented by the difference between £1.10.0 and nine pence, if utter ruin has not overtaken the institution; and they are culpable if they do not make some sign to protect the interests of shareholders who are completely at their mercy.

Yours truly,

A SUFFERER.

YOKOHAMA, October 1st, 1892.

TO THE EDITOR OF THE "JAPAN MAIL."

SIR,—That the shares of the Bank of China, Japan, and Straits Limited, are very much depressed at the present moment every one knows; that they have been and are unduly depressed, most people believe; most people also believe the management when they say it will not be necessary to make a call, and "Sufferer" must have heard this in common with all shareholders; but if he still doubts, would another denial from the management satisfy him? I fear not.

"Sufferer" is just a little out in his figures. I think the shares are £150 paid up, but the first issue was allotted at 10/ premium=£1.150 and the second issue at 100 per cent. premium £2.100. The first year the Bank paid 16 per cent. on 25/ and not 18 per cent. on 30/ as "Sufferer" says. Whilst sympathizing with "Sufferer" on the present depression, I think a little sympathy might also be extended to the management who have so skilfully piloted the Bank through the unprecedented hard times, without having had to make a call; and now that better times are undoubtedly dawning, let us hope the call will not be necessary, and the shares will soon rise to their proper value.

Yours truly,

BETTER TIMES IN STORE.

SHANGHAI RACING NOTES.

The subjoined interesting notes of the final gallops before the entries closed on Saturday, October 1st are from the pen of "Daybreak," the *N. C. Daily News* Sporting Correspondent:—

The following are the early morning gallops. In the absence of the owner of the *Leviathan* stable the newly appointed timekeeper and the jockey were in charge, and sent the old ponies on the Inside Course to break the morning's records for three-quarters of a mile.

Hero (Koyung) 33 1.6 1.4¼, finishing very badly; this I believe is to be attributed to his having broken away prior to his gallop and roused all the villagers in his neighbourhood.

Zephyr (Horse) Curiosity (Archer) Primrose (Boy) 1.36. The old stager went once again like *the real clinker that he is.*

Mighty 1 34½, streaming along in his well known form and finishing gamely.

Hohenzollern (Koyung) 1.36. It struck me that he was going a bit short and had too great an affection for the rails; may be his splint is causing him some trouble.

Hollyhock, (Boy), 1.38. Though not a very aristocratic performance, he will be all there when the bell rings.

Lightning, (Koyung), chased by his Derby companion Thunderbolt finished in rather "curly" style in 1 42, Thunderbolt gaining a second on him at the finish.

Annandale, the winner of the famous Surgeon-Major's Horsemanship Cup did his three-quarters, owner up, in 1.39. The pony finished better than the rider.

Of those that covered the mile stretch on the Inside Course Royalist, Punch in the saddle and King Cole (Boy), did a pace gallop in 2.38, last quarter 32; the latter pony brought him home the last three-quarters, and the favourite showed him his heels as usual. I was very glad to notice he was going soundly.

Bold Heart (Mr. Crawford) cantered a mile in 2.40.

Midlothian, Black Leaf and Chippewa, ridden respectively by (with all due apologies) Baby, Tiny, and Weewee, did the same distance in 2.17. The first named won by three lengths, finishing well.

And now for the sensational match.

Hazarder, Mr. Sampson, and Bos or Bovril, as you like it, Grass Course, a mile in 2.20. The owner of the first-named was very disappointed at the joke played upon him, and I think after the finish there was a tendency for his hand to travel towards the "hip pocket."

Talisman and Vagrant, (Boys), 2.18, both going strong.

Opposition, (Mr. Crawford), 2.16; tired at the finish but moving well Wong-nei-chong style again.

Kaiserjummer and Fleur de Rose, (Boys), 2.19 36 last quarter.

Home Guard, (Mr. Crawford), 1½ mile 3.29; the last mile in 2.19 ridden out. This pony cannot be expected to gallop alone.

Mr. Ring's kept-over Wild Dash chop grey, Owner up, and a dun, Boy up, one mile in 2.16 This is the first time I have noticed this owner extend his ponies, and the result must be very gratifying. I must now catalogue this grey as one of the promising ones, for he entirely took my fancy, and I shall not be surprised at anything he does in the future.

Merry Thought, (Boy), 1 mile in 2.12½, ridden out at the finish, one of the best gallops of the morning.

Flatcatcher, (Boy), 1 mile in 2.20, hard held from start to finish.

Of the 1½ mile gallops, Inside Course, Rival, (Boy), 2 56 as before, finishing sulkily.

Boreas, (Boy), Noirmont, (Mr. Read), 2.56½, last quarter 34½, last year's Maiden winner pulling double.

Bovril, (Mr. Read), 2.59½ for 1½ mile making heavy weather of it.

Bendigo, (Mr. Renny), 3 8, a good steeplechase training gallop.

Kobold, (Mr. Ring), Fiend Gliffin, (Monkey), and a kept-over golden-tailed white 2.48½. Kobold and Fiend Gliffin toiled hopelessly in the rear, while the golden-tailed white gambolled home with his head in his chest.

The tried griffin bought by the owner of Au Revoir cantered 1½ mile in 3.15, and was urged along at the finish.

Enthusiast, (Mr. Machado up) 1½ mile in 4.6, ridden out.

Beeswing, once again the hero of the hour did 1½ mile with Mr. Crawford on him in 3.59, 33, 1.6, 1.40½, 2.17½, 2 5½, 3 26½, 3.59.

And now for the final mid-day trials on the grass course.

Li Hung-chang's spotted, and dark grey, (Boys,) ¾ miles in 1.39 31, 1.3, 1 32. The usual order of things was reversed, spots winning in good style.

Mr. Beurmann's grey, Mr. John Peel's bay, the Hankow Don and Mr. Gore-Booth's Rauh ¾ mile in 30, 1.1, 1.35½. A fair performance; they finished in the order given.

Discount and Marmalade, (Boys), 1 mile 2.19, 34, 1 9, 1.41, 2.19. The stiffun improving slightly.

Chester, (Boy), Galopin, Mr. Mildwood), 1½ miles; Chester romped in first in 2. 54½.

Comus and Venture, (Boys), 1½ miles, a training gallop in 3 4.

John Peel's dark grey griffin was beaten by a head in a mile in 2.15 by his stable companion a Home Guard built grey. This dark grey will have to improve if he is to remain on my list of griffins worth watching.

Last but not least, in fact first in my estimation, comes the last year's unstarted subscription griffin Bovine, who went three-quarters of a mile accompanied by Bloater. Bovine had full weight up, the time was 1.35½ last quarter 33½ Let us hope this is not one of the many swans from this stable that invariably turn out to be geese.

On Wednesday morning immediately after exercise the last meeting's subscription griffin Koh-I-Nor joined the great majority, death being caused by fatty degeneration of the heart. Although not a record breaker as has been stated, he was certainly a "useful" animal, and last meeting scored a winning bracket in the subscription griffin races.

I was unable to be present at the rails at the Grand Stand this morning and so did not see the Entry Books, but I hear the total amount is about Tls. 1,400 short of last Autumn's entries. Subjoined is the list of entries for each race as compared with the Autumn of 1891:—

	No. of Ponies, 1892.	1891
The Maloo Plate	11	13
The Criterion Stakes	11	13
The Maiden Stakes	26	51
The Racing Stakes	19	24
The Jockey Cup	15	21
The Club Cup	15	12
The Syce Stakes	21	22
The Hack Stakes	20	32
The Whangpoo Stakes	16	21
The Northern Cup	16	27
The Shanghai St. Leger	21	36
The Eclipse Stakes	15	—
The China Cup	13	16
The Autumn Cup	21	24
The Llama Miau Stakes	8	16
The Pagoda Cup	21	22
The Shanghai Stakes	75	90
The Mongol Cup	19	28
The Flyaway Plate	20	31
The Pari-Mutuel Cup	21	29
The Stewards' Plate	25	—
The Cosmopolitan Cup	15	18
The Manchu Stakes	24	34
The Consolation Cup	28	43
The Grand National Steepichase	24	19
Total amount of entrance fees is Tls.		3,350.

BRITISH NORTH BORNEO.

Sandakan, September 24th, 1892.

Mr. Guerin, the late Resident Magistrate here, has been transferred to Labuan, of which island he now has the charge. Mr. and Mrs. Guerin will be much missed here as they took great interest in all social matters. The Lawn Tennis Club in particular has to deplore the loss of a very energetic Secretary.

The long expected schoolmaster has arrived and has taken over the charge of the dozen boys forming the nucleus of the Church Mission School here. Now that he has come, we hear that energetic attempts are to be made to induce children from the hills of the interior to be sent down to the school.

The *Teresa* came in here to load a cargo of timber for China. The community was glad to welcome an old friend in Capt. Slaker, who made himself very popular here while in charge of the *Hong Ann*, when she ran between this place and Singapore and it is hoped that the *Teresa* will be kept on the run.

It is now gradually being recognised that a great mistake was made in throwing too great influence behind tobacco planting to the detriment of other and more likely cultivations, and the efforts now being made to bring forward other products are being watched with great interest. Chief amongst these perhaps is Manila hemp; it is now sufficiently well proved that *musa textilis* thrives just as well here as in the Philippines, and during the last few days some particularly fine hemp has been shown, the product of locally grown plants, in strength, length and colour equal that of the best Manila. The first shipment in bulk is promised with the next few months, and once started it is anticipated that exports will increase regularly until North Borneo becomes a serious rival of the Philippines. It is at all events clear that hemp can be put on board ship at a cheaper price than in Manila owing to the great freedom from duties, taxes, exactions and squeezes of all kinds.

The new club building is in active progress, from plans made by Messrs. Danby and Leigh of Hongkong. It is next door to the handsome three storied Borneo Hotel which with the Sandakan Hotel and the Government offices on the other side form a line of really fine and substantial buildings of which any place might be proud.—*Singapore Free Press Cor.*

KIUKIANG.

(FROM OUR OWN CORRESPONDENT.)

September 29th, 1892.

The magistrate of this place is a Hunan man and rabidly anti-foreign. The letter published some days ago is illustrative of his feelings and will let light in if any were needed, to show how the officials often carry themselves when foreigners are concerned. It is indicative of the rapidly prevailing feeling against foreigners that an official shall with impunity openly incite natives to rise against those whom they are bound to protect. Severe punishment should be meted out to such an offender. He seems to be attempting to gratify his spite in every way and is laying himself out to make it uncomfortable for them. A short time ago he issued a proclamation ordering that none should on any pretence sell land to foreigners unless with his special consent; should any one dare to disobey this order he would be punished as a criminal. Only recently he has ordered the city gates on no account to be opened, after they have been once closed, to allow foreigners to pass in or out. There has been a regular custom for years to allow natives and others to pass in or out of these gates, but now Hunan is to the fore and we are to see how they will manage things and treat those so vilely depicted in the literary productions of the gentlemen of that central province.

Rain and cold winds have come with sudden force and broken up the heat of summer and we are now so comfortable that we are almost able to forget that only a short time ago we were far from being in that condition. These equinoctial storms will probably pass aways and we look for several months of charming autumn weather.

The mid-autumn festival is close at hand and in the country great preparations are being made for the dragon lantern. The usually quiet country is enlivened with the sounds of various toned instruments and the prevailing green of the rich vegetation is varied by the gaudy red of those who dress themselves in fantastic shape for the observance of the feast. It is often wise for foreigners to be out of the reach of such crowds at these times as one is liable to insult.

At Shutchang, a poverty-stricken *hsien* city 90 *li* from this place, an official family named Tsao is erecting a residence to contain some 100 rooms or more at a cost of Tls. 40,000. The place is busy with carpenters, masons, stone-cutters and others, all intent on gratifying Mr. Tsao's pride and filling their own pockets as far as may be.—*N. C. Daily News.*

NEWCHWANG.

(FROM OUR OWN CORRESPONDENT.)

26th September, 1892.

We hear that the brigands, rebels, or whatever the evildoers may be called, have been making raids on some villages near Kirin. These gentry are always on the alert when the authorities at all relax the ordinary police rules of the highways. They appear, ravage, and before the mandarins recover from their sleep or pipe of opium, they are under cover of the forests, when they quietly await another opportunity of foraging for their lazy life. There does not seem to be any means of exterminating the vermin, and the only protection for natives who travel, especially if there be any goods with them, is to pay a certain fee as blackmail. This custom, we believe, is generally accepted as the proper way of proceeding, and ensures greater safety than a file of Imperial soldiers.

There are all kinds of rumours regarding the future railway. It is even said that the greater portions of the Kaiping coals (about 10,000 tons) already on the spot are intended for the use of the locomotives, although it seems rather premature to prepare for the fuel of engines before the rails have been laid, but then Chinese do not act exactly as western people generally do.

We are to have a change of Consuls. Mr. Ayston is to be replaced by Mr. Bullock, and it is not too much to say that it will be very difficult for the latter to satisfy all the requirements of the community, as Mr. and Mrs. Ayston, we say it without prejudice to their successors, have always been thoroughly in touch with all of us, and it would be simply impossible for any one to be more liked. I do not wish to say more at present, as happily we are not to lose them for a few weeks.

Now for business. Well, it is not worse than in the South. It certainly is not better—but there are signs of improvement in the prospects of a plentiful harvest. All we hope for is a good autumn, and so far the weather promises to be steady. Perhaps it may be said to be getting cold rather too quickly, for the thermometer has once or twice fallen to a minimum of 42 degrees (Fahr.) when ulster and other thick clothing were at once searched for. The port is rather bare of steamers, but there are a few sailing vessels waiting for the advent of new peas.—*N. C. Daily News.*

To-day's Advertisements.

ST. JOHN LODGE

OF HONGKONG,

No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 12th instant, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited.

Hongkong, 12th October, 1892. [984

A. G. GORDON & CO., LD.,

IN LIQUIDATION.

THE ADJOURNED MEETING of CREDITORS of the above Company will be held at the HONGKONG HOTEL, on THURSDAY, the 20th October, 1892, at 12 Noon, for the purpose of considering what steps should be taken for the disposal of the Company's property.

A. G. GORDON,

Liquidator.

Hongkong, 12th October, 1892. [1017

HONGKONG RIFLE ASSOCIATION.

THE SHORT RANGE CUP will be Shot for on SATURDAY, the 15th instant. Ranges—200 and 300 yards. Time, 3 P.M.

ED. ROBINSON,

Hon. Secretary.

Hongkong, 11th October, 1892. [40

Intimations.

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRADORES, STEVEDORES, &c.

Have for Sale a cargo of AKAIKI COAL, ex S.S. "BENGLOE."

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c., Apply to

KING WO CHEONG,

No. 32, Praya Central.

Hongkong, 19th September, 1892. [731

SAI-PANG COALS.

THE Undersigned begs to inform the Public that he has appointed HOP-WO-LOONG as Agents in Hongkong for the Sale of the SAI-PANG COALS of the HONDO COAL MINES, Japan.

KONOMI TAKASUKE,

Owner of the Hondo Coal Mines.

WE the Undersigned are ready to supply COALS of the above Mines, weight and quality guaranteed, in any quantity with the quickest dispatch.

HOP-WO-LOONG,

Agents for the Hondo Coal Mines, Nos. 36 & 37, Praya Central.

Hongkong, 26th August, 1892. [855

TAKLEMA COLLIERIES COMPANY, MOJI.

THIS Company having appointed the Undersigned AGENTS for their Coal, (TAKLEMA AKAIKI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or trimmed in Bunkers, at prices to be had on application.

Copies of Reports and Analysis to be seen in the Office of the Undersigned.

CHEE ON & Co.,

Sole Agents,

Nos. 21 & 22, Lee Yuen Street, East.

Hongkong, 26th September, 1892. [933

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS and PROVISION MERCHANTS, NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS,

No. 11, Praya Central,

(Opposite Pedder's Wharf).

SOLE AGENTS FOR

RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS,

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

SPECIALLY SELECTED

EXTRA PRIME PORK and BEEF in Barrels.

Also

AMERICAN PRIME SUGAR-CURED HAMS and BACON.

CHR. MOTT & Co., BORDEAUX CLARETS.

CEMENT from the celebrated Factory of Hermanos.

FLENSHURG STOCK BEER.

ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.

EVERY KIND OF SHIP'S STORES AND REQUISITES *ALWAYS IN STOCK* AT

REASONABLE PRICES.

ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.

Des Cognacs et Ale finest old BRANDY, COGNAC, 4 Stars, selected expressly for F. B. & Co., Sole Agents.

SOLE AGENTS FOR CHINA AND JAPAN FOR THE

TULE LIFE PRESERVER AND RAFT,

Manufactured by the LEDUC TULE IMPROVEMENT COMPANY, SAN FRANCISCO, CAL.

Creolin

Pearson

Acknowledged by the scientific world as the MOST EFFECTIVE DISINFECTANT DEODORISER and GERMICIDE.

Is neither poisonous nor caustic, may be used by everybody without the slightest apprehension of danger.

Hongkong, 8th March 1892 [332

To be Let.

TO LET,

WITH IMMEDIATE POSSESSION,

THE Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dakin Bros. of China, Limited.

Also,

Two Large AIRY ROOMS on the Top Floor of above.

Apply to

DAKIN, CRUICKSHANK & Co., LTD., Victoria Dispensary.

Hongkong, 2nd August, 1892. [781

TO LET.

HOUSES in KNUTSFORD TERRACE, Kowloon.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 30th September, 1892. [975

TO LET.

NEW HOUSES in RIPON TERRACE—Bonham Road, New Breese Point.

A LARGE Six-roomed HOUSE at Magazine Gap. Rent inclusive of taxes $35 per month.

No. 4, BLUE BUILDINGS.

FLOORS in Blue Buildings.

OFFICES—Second Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.)

GODOWN, (under Messrs. Douglas Lapraik & Co.'s Office).

GODOWN, No. 12, Blue Buildings.

SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.

No. 2 STAUNTON STREET (corner of the Old Bailey).

No. 10, OLD BAILEY.

FIRST FLOOR, No. 22, Elgin Street.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 30th September, 1892. [976

Intimations.

CENTRAL HOTEL,

SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY,

PROPRIETOR.

666]

CARMICHAEL & Co., LD.

FOWLING PIECES, best English make C. F. No. 12 bore in boxes with IMPLEMENTS complete from $45.

HAMMERLESS $80.

FILLED CARTRIDGES and all kinds of Sporting Ammunition on Sale.

WINCHESTER CARBINES.

AMERICAN REVOLVERS.

CARTRIDGES, &c., &c.

FINEST CANADIAN CREAMERY BUTTER, 1 & 2 lb. tins.

CARMICHAEL & CO., LTD.

18, Praya Central, Hongkong.

Hongkong, 29th September, 1892. [42

W. BREWER.

GOOD AND POPULAR WORKS AT 90 CENTS EACH.

MRS. HUMPHREY WARD—Robert Elsmere, David Greeve.
Marion Crawford—Roman Singer, Doctor Claudius, Zoroaster, Mr. Isaacs, Witch of Prague, Paul Patoff, Tale of a Lonely Parish, Marzio's Crucifix.
Mitford—Tales of Old Japan.
Wallace—Malay Archipelago.
Dilke—Imperial Defence.
Boldrewood—Colonial Reformer, Robbery under Arms, Miners' Rights, Nevermore.
Johnston—Company among Cannibals.
Matthew Arnold—Essays in Criticism.
Jno. Morley—Critical Miscellanies.
Parkin—Imperial Federation.
Binch and Fere—Animal Magnetism.
May's—Marine Painting.
Art Journal—Last volume.
Proctor—Other Worlds than Ours.
Spencer—Data of Ethics.
Darwin—Origin of Species.

W. BREWER,

UNDER HONGKONG HOTEL.

Hongkong, 21st September, 1892. [612

For Sale.

FOR SALE.

"UPAS" ANTIFOULING COMPOSITION FOR SHIPS' BOTTOMS.

PERFECT ANTIFOULER AND QUICK DRYER.

For further particulars apply to

SHEWAN & Co.

Hongkong, 17th September, 1892. [930

THEY LEAD THEM ALL,

THE CELEBRATED

CALIFORNIA WINES,

from the well-known Vineyards of Messrs. KOHLER AND VAN BERGEN, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to

MACONDRAY BROTHERS & Co.,

Commission Merchants,

No. 30, Water Street,

Yokohama.

Yokohama, 12th August, 1892. [844

FOR SALE.

THE SCHOONER "MONTIARA,"

AS SHE NOW LIES IN YAU-MA-TI BAY.

Length	75 feet.
Beam	17 feet.
Depth of hold	7½ feet.
Registered Tonnage	75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with ironwood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to

R. FRASER-SMITH,

6, Pedder's Hill.

Hongkong, 17th May, 1892. [525

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG,"

AS THEY LIE AT ABERDEEN DOCKS.

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, Cylinders 20½ and 38" dia., with a stroke of 26." The Crank Shaft is 6½" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 3½" dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 14½" dia. by 13 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia.; Dome, 44" dia. by 4ft. high; Tubes, 184 to chamber by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

For further particulars, apply to

R. FRASER-SMITH,

6, Pedder's Hill.

Hongkong, 17th May, 1892. [526

Hotels.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATE.

The rate for BOARD and LODGING during the Winter Months, from November 1st to March 31st, has been reduced to

FIFTY DOLLARS PER MONTH.

For full particulars apply to

VICTORIA HOTEL.

Hongkong, 11th October, 1892. [814

WINDSOR HOTEL,

(In Connaught Buildings),

QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room. Hot and Cold water. Passenger Elevator to all Floors.

Charges from $2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.

Hongkong, 23rd August, 1892. [843

BAY VIEW HOTEL.

MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW", occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 2nd May, 1892. [480

THE SHAMEEN HOTEL,

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The 'Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.

A. F. DO ROZARIO,

Manager.

Hongkong, 1st September, 1892. [870

HAUENSTEIN'S HOTEL,

AMOY.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.

An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate.

R. HELLWIG,

Proprietor.

Amoy, 1st September, 1892. [888

The Share Market.

Hongkong, October 12th, 1892.

Business has kept fairly brisk in a few select stocks since we last wrote, but generally speaking not much has been done and prospects are certainly not encouraging. Hongkong Banks have materially improved their position, a fair number of shares having been taken up at from 95 to as high as 105 per cent. premium; there are now sellers at the latter rates. Some sales have been reported of Bank of China Founders' shares at £18, and there are further sellers. Punjoms have been eagerly inquired after from some quarters, but beyond a few small sales at $2.35, nothing worthy of special notice has been reported. Charbonnages have improved considerably, offers to buy at as high as 140 failing to induce holders to part with their shares. We expect to see this stock quoted at three times its present rate before many months are over, latest reliable reports from Hongay being of a most favourable character. China Sugars have been placed at 145, and shares are freely offered at that figure. If all we hear be true, Luzons are a 'busted community,' and should that prove to be true, there are lots of people in Hongkong who have sunk money in that enterprise as investments, on the strength of official statements and promises, who may want a lot of awkward information by and bye. Watson & Co.'s scrip has been in demand at 16¼, and closed fairly firm at that rate. This is one of the cheapest stocks in the market at its present quotation. Nothing else needs special reference.

LATEST QUOTATIONS

Hongkong and Shanghai Bank.—105 per cent., prem., sales and sellers.
The National Bank of China, Ld.—on £7.0.0. paid up,—30 per cent. dis., sellers.
The National Bank of China, Ld.—Founders' shares, $200 per share, sellers.
The Bank of China, Japan & the Straits, Ld.—$38, sellers.
The Bank of China, Japan & the Straits Ld.—Founders' shares, £18, sales and sellers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent. premium.
Union Insurance Society of Canton—$83 per share, ex. div., buyers.
China Traders' Insurance Company—$57 per share, sales and sellers.
North China Insurance—Tls. 242½ per share, buyers.
Canton Insurance Company, Limited—$112½ per share, sales and buyers.
Yangtsze Insurance Association—$102, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$267½ per share, sellers.
China Fire Insurance Company—$86½ per share, sales and sellers.
Hongkong, Canton, and Macao Steamboat Co.—$28½, sellers.
China and Manila Steam Ship Company—28 per share, sales and buyers.
Indo-China Steam Navigation Company, Limited—47½ per cent. discount, sellers.
Douglas Steamship Company—$36 per share, ex. div., sales and sellers.
The Steam Launch Co., Limited—nominal.
Hongkong and Whampoa Dock Company—$76 per cent. premium, sellers.
Geo. Fenwick & Co., Limited—$15 per share, sales and buyers.
Hongkong Hotel Company—$25, sales and buyers.
Hongkong Hotel Co.'s Six per-cent. Debentures—$501.
The Austin Arms Hotel and Building Company, Limited—$4½ per share, sellers.
The Shameen Hotel Co., Limited—$5 per share, sellers.
Punjom and Sunghie Dua Samantan Mining Co.—$2.35, per share, sales and buyers.
The Raub Gold Mining Co., Limited—30 cents per share, buyers.
New Imuris Mining Co., Limited—$1 per share, sellers.
The Balmoral Gold Mining Co., Limited—nominal.
Tonquin Coal Mining Co.—$140 per share, buyers.
The Jelebu Mining and Trading Co., Limited—$58 per share, sales and sellers.
The Selama Tin Mining Co., Limited—12½ cents per share, sales and buyers.
London and Pacific Petroleum Co., Ld.—£2 sellers.
China Sugar Refining Company, Limited—$145 per share, sales and sellers.
Luzon Sugar Refining Company, Limited—nominal.
A. S. Watson & Co., Limited—$16½ per share, sales and sellers.
Dakin, Cruickshank & Co., Limited—$2 per share, buyers.
Hongkong Dairy Farm Co., Limited—$5 per share, sellers.
The Kowloon Land Investment Co., Limited—$8 per share, buyers.
The Hongkong Land Investment Co., Limited—$50, sales and sellers.
The West Point Buildings Co., Limited—$28 per share, sales and buyers.
H. G. Brown & Co., Limited—$24 per share, sales and sellers.
Hongkong and Kowloon Wharf and Godown Company—$47 per share, sellers.
Hongkong Rope Manufacturing Company, Limited—$97½ per share, sales and sellers.
Hongkong Gas Company—$102 per share, sellers.
Hongkong Ice Company—$58 per share, buyers.
Hongkong and China Bakery Company, Limited—$65 per share, sellers.
The Hongkong Brick and Cement Co., Limited—$7 per share, sellers.
The Green Island Cement Co.—$4 per share, sellers.
The Hongkong Electric Light Co., Limited—$38 per share, sellers.
The Hongkong Steam Laundry Co., Limited—$25 per share, nominal.
The Hongkong High-Level Tramway Co., Limited—$40 per share, sellers.

EXCHANGE.

On London—Bank, T/T.....2/9¼
Bank Bills, on demand.....2/9⅛
Bank Bills, at 4 months' sight...2/10
Credits at 4 months' sight.....2/10¼
Documentary Bills, at 4 months' sight.....2/10⅛
On Paris—
Bank Bills, on demand.....3.50
Credits, at 4 months' sight.....3.61
On India:—
T.T.....226½
On Demand.....227
On Shanghai—
Bank, T. T.....72½
Private, 30 days' sight.....73

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mrs. G. Armstrong.
Miss E. Armstrong.
Count Bandingen.
Mr. C. M. Belshaw and wife.
Mr. A. E. Brereton.
Mr. & Mrs. Cuthbertson.
Mr. R. J. Dean.
Mr. Geo. Fenwick.
Mr. E. C. S. French.
Miss Gush.
Captain T. Hall.
Mr. Thos. Howard.
Mr. O. Jensen.
Mr. and Mrs. de Yong.
Mr. A. Lauterbach.
Miss Lauterbach.
Mr. C. Mattil.
Rev. J. M. Morton.
Mr. M. Portal.
Surg.-Major Robbins.
Mrs. Robbins.
M. J. J. Ruben.
Mr. W. H. Sharp.
Mr. P. A. Shaw.
Mr. F. E. Shean.
Mr. J. M. Speet.
Mr. and Mrs. Spier and daughter.
Mr. F. Spoerrle.
Mr. G. Stevens.
Mr. W. Tarn.
Mr. G. Trotter.
Mr. de Vos.
Mr. O. Weber.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Chaudet.
Major Clayton.
Count and Countess de Geloes.
Mr. W. S. Harrison.
Mr. Morton Jones.
Mr. V. Kofod.
Mr. F. Maitland.
Mr. W. R. Needham.
Surgeon-Colonel H. F. Paterson.
Miss Paterson.
Mr. and Mrs. Perkin.
Mr. Sparrow.
Mr. Geo. L. Tomlin.
Mr. David Wood.

Shipping.

ARRIVALS.

BOMBAY, British steamer, 2,047, H. S. Blackburn, 11th Oct.,—Singapore 5th October, General.—P. & O. S. N. Co.

DIAMOND, British steamer, 1,026, Thom, 12th Oct.,—Penang 1st Oct., and Singapore 4th, General.—Ban Moh.

KAIFONG, British steamer, 998, Sutherland, 12th Oct.,—Wuhu, and Chinkiang 7th October, General.—Butterfield & Swire.

PROTOS, German steamer, 1,050, H. Johannsen, 12th Oct.,—Moji 5th Oct., Coals.—Wieler & Co.

CHOY-SANG, British steamer, 1,194, R. C. D. Bradley, 12th Oct.,—Shanghai 8th October, and Swatow 11th, General.—Jardine, Matheson & Co.

FASANA, Austrian corvette, 1,070, Captain T. Ripper, 12th Oct.,—Shanghai 8th October.

PAKSHAN, British steamer, 835, J. Jenkins, 12th Oct.,—Saigon 6th October, Rice.—Hop Hing Hong.

CLEARANCES AT THE HARBOUR OFFICE.

Rio, German steamer, for Chefoo, &c.
Sunghiang, British steamer, for Amoy, &c.
Zafiro, British steamer, for Amoy, &c.
Chusan, German steamer, for Haiphong.
Gaelic, British steamer, for Yokohama, &c.
Diamond, British steamer, for Amoy.
Gwalior, British steamer, for Singapore, &c.
Avochie, British steamer, for Hongay.

DEPARTURES.

October 11, *Kwetlin*, British str., for Shanghai.
October 12, *Mathilde*, German str., for Macao.
October 12, *Don Juan*, Spanish steamer, for Saigon.
October 12, *Alwine*, German str., for Hoihow.
October 12, *Gaelic*, British steamer, for Yokohama and San Francisco.
October 12, *Rio*, German str., for Chefoo, &c.
October 12, *Gwalior*, British steamer, for Singapore, &c.

PASSENGERS—ARRIVED.

Per *Bombay*, str., from Singapore.—Captain Hastings, and 100 Chinese.

Per *Diamond*, str., from Penang, &c.—420 Chinese.

Per *Choysang*, str., from Shanghai.—Mrs. Morrison, and 63 Chinese. From Swatow.—Mr. Thwaites.

Per *Kaifong*, str., from Wuhu, &c.—13 Chinese.

Per *Pakshan*, str., from Saigon.—Mr. Bernard Stachle, and 24 Chinese.

DEPARTED.

Per *Gaelic*, str., for Yokohama.—Mrs. J. Susman and child, Dr. E. Bedloe, Messrs. G. Devos, J. A. Hoedemaker, Chas. E. Bignore Pratt, and 2 Chinese. For San Francisco.—Messrs. C. L. Gorham, Chun Nang, and 2 Europeans. For London.—Captain S. Ashton. For Liverpool.—Mr. John Logan. For Paris.—Mr. H. H. Kisch.

TO DEPART.

Per *Bokhara*, str., from Hongkong for Singapore.—Rev. Father Antonio Marcellino Moreira, Messrs. O. Weber, R. Brereton, J. J. Ruben, and Presbyter Antonio Maria Esteves. For Bombay.—Messrs. D. M. Limjee and N. D. Tata. For Brindisi.—Captain Lieut. Müller. For London.—Messrs. J. M. Hooper, R. J. Dean, G. Cooper, and Mrs. Geo. Armstrong and daughter. From Yokohama for Penang.—Mr. and Mrs. Dalton and 2 children. For Bombay.—Mr. Spaerri. For London.—Mr. Glauert. From Kobe for London.—Mr. and Mrs. Cuthbertson, and Miss Gush. From Nagasaki for Singapore.—Messrs. K. Fukui.

REPORTS.

The British steamship *Diamond* reports that she left Penang on the 1st instant, and Singapore on the 4th. Had light variable winds to Cape Padaran; thence to port had strong monsoon and head sea with fine weather throughout.

The British steamship *Pakshan* reports that she left Saigon on 6th instant. From Cape St. James had light south-east winds and fine weather to Cape Padaran, and Daviack head north-east winds and heavy rain; thence to Paracels had strong monsoon and high sea with heavy rain squalls. From Paracels to Gap Rock had strong north-north-east winds and high sea; thence to port had fine weather.

The German steamship *Protos* reports that she left Moji on the 7th instant. In the northern part of the Formosa Channel came in to a typhoon (the left part of it) and had to suffer from it till Monday afternoon. The typhoon commenced on Sunday afternoon. We lost one lifeboat and two others were destroyed by the heavy sea, also the engine-room skylight and several small things on deck.

The British steamship *Choysang* reports that she left Shanghai on the 8th instant, and Swatow on the 11th. On leaving Shanghai had fresh north-easterly winds with cloudy, overcast weather. Off the Haesian Islands the wind increased to a fresh gale, with high sea. On the evening of the 9th, when off Ockseu, encountered a strong gale with passing squalls of hurricane force, and very high, dangerous toppy sea, wind north-east to north-north-east, weather overcast, dark and cloudy with thick mist on horizon, barometer 29.65 lowest reading, and thermometer 77. Off the Lammocks gale decreased to a strong breeze, which continued to Swatow. Whilst at Swatow weather very threatening and glass very low—29.55. The steamers *Yuentong* and *Haiphong* for the North delayed on account of weather. From Swatow to Hongkong had fresh to moderate north-westerly winds and dark cloudy weather with smooth sea.

The British steamship *Kaifong* reports that she left Wuhu, and Chinkiang on the 7th inst. Experienced typhoon and very high sea.

Post Office.

A MAIL WILL CLOSE

For Amoy and Straits,—Per *Diamond* to-morrow, the 13th instant, at 10.30 A.M.

For Europe, &c., India *via* Bombay.—Per *Bokhara* to-morrow, the 13th instant, at 11 A.M.

For Shanghai.—Per *Ningpo* to-morrow, the 13th instant, at 3.30 P.M.

SHIPPING IN HONGKONG

STEAMERS.

AIRLIE, British steamer, 1,463, Winthorp Ellis, 10th Oct.,—Melbourne 30th August, Sydney 11th Sept., Newcastle 13th, Brisbane 15th, Rockhampton 17th, Townsville 18th, Cooktown 20th, Thursday Island 24th, Port Darwin 28th, and Timor 1st Oct., General.—Gibb, Livingston & Co.

AVOCHIE, British steamer, 1,056, T. Rowin, 8th Oct.,—Hongay 5th October, Coals.—Jardine, Matheson & Co.

BANTAM, Dutch steamer, 1,520, L. von de Valk, 11th Oct.,—Batavia 1st October, Sugar.—Jardine, Matheson & Co.

BATAVIA, British steamer, 1,661, J. R. Hill, 12th August,—Tacoma 14th July, General.—Dodwell, Carlill & Co.

BIRAGNO, Italian steamer, 1,498, L. Baccerini, 7th Oct.,—Bombay 17th Sept., General.—Carlowitz & Co.

CHARTERS TOWER, British steamer, 1,905, A. Murray, 10th Oct.,—Kutchinotsu 5th Oct., Coals.—Mitsui Bussan Kaishia.

CHUSAN, German steamer, 623, W. Wendt, 10th Oct.,—Haiphong 7th Oct., and Hoihow 8th, General.—A. R. Marty.

CICERO, British steamer, 1,008, A. George, 7th Oct.,—Saigon 2nd October, General.—Arnhold, Karberg & Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, 10th Oct.,—Vancouver 18th Sept., Yokohama 3rd October, Kobe 5th, and Shanghai 7th, Mails and General.—Canadian Pacific R. Co.

FAME, British steamer, 117, Captain McIsaac,—Hongkong Government tender.

HOLSTEIN, German steamer, 1,103, J. Bruhn, 11th Oct.,—Saigon 5th October, Rice and Paddy.—Wieler & Co.

LENNOX, British steamer, 1,537, W. Ward, 9th Oct.,—Moji 3rd October, Coals.—Dodwell, Carlill & Co.

NANCHANG, British steamer, 1,062, E. Finlayson, 11th Oct.,—Chefoo 6th Oct., General.—Butterfield & Swire.

NAMOA, British steamer, 863, Harris, 11th Oct.,—Foochow 7th Oct., Amoy 8th, and Swatow 10th, General.—D. Lapraik & Co.

OORIYA, British steamer, 419, J. M. Daly, 23rd May,—Singapore 16th May, General.—Butterfield & Swire.

PILOT FISH, British steamer, 161, A. Stopani,—Hongkong and Whampoa Dock Co.

PRIOK, German steamer, 1,637, G. Petersen, 9th October,—Kobe 4th October, General.—Siemssen & Co.

SUNGKIANG, British steamer, 996, C. B. N. Dodd, 9th Oct.,—Manila 6th Oct., General.—Butterfield & Swire.

TAILEE, German steamer, 828, Calender, 1st Oct.,—Kobe 25th Sept., Coals.—Meyer & Co.

TARTAR, British steamer, 1,756, D. S. Bailey, 11th Oct.,—London, and Singapore 4th Oct., General.—Dodwell, Carlill & Co.

VERONA, British steamer, 1,876, F. H. Seymour, 10th Oct.,—Yokohama 2nd Oct., Mails and General.—P. & O. S. N. Co.

ZAFIRO, British steamer, 675, A. W. R. Cobban, 10th Oct.,—Manila 7th Oct., General.—Shewan & Co.

SAILING VESSELS.

ALBANIA, British ship, 1,438, W. S. Brownell, 2nd Oct.,—New York 7th May, Kerosene Oil.—Reuter, Brockelmann & Co.

BYLOIA, German bark, 333, Plager, 1st Sept.,—Amoy 27th August, Ballast.—Wieler & Co.

CHARON WATTANA, Siamese bark, 636, J. Koch, 12th Sept.,—Bangkok 27th August, Wood.—Chinese.

CONSTANCE, British ship, 1,596, Lingley, 18th August,—New York 12th August, Petroleum.—Order.

ELBE, German ship, 1,375, H. Bremers, 15th August,—New York 3rd April, Petroleum.—Arnhold, Karberg & Co.

ERLKONIG, Chinese bark, 457, Opium Examination hulk, Stonecutter's Island.—Chinese Customs.

E. SOULE, American bark, 1,443, Ballard, 14th Sept.,—Newcastle (N.S.W.), 23rd July, Coals.—Geo. R. Stevens.

HEINRICH, German barque, 923, Henne, 22nd July,—Singapore 10th July, Timber.—Chinese.

ISAAC REED, American ship, 1,489, F. D. Waldo, 14th August,—New York 4th April, Kerosene Oil.—Reuter, Brockelmann & Co.

JESSANDA, German bark, 883, A. Oesselmann, 21st Sept.,—Hamburg 29th April, General.—Arnhold, Karberg & Co.

J. Y. ROBBINS, British schooner, 198, Crosby, 11th Sept.,—New York 10th May, Petroleum.—Order.

NAM-HUM-SHING, Chinese schooner, 300, Lak Lai-tong, 24th August,—Yee-on 11th Aug., Timber.—Yung Kee.

ORIENTE, Italian bark, 1,534, M. Moresenti, 19th August,—New York 2nd May, Petroleum.—Order.

PENHAW, British bark, 727, Wood, 2nd Oct.,—Calang 22nd August, and Canaga 19th Sept., Timber.—Gibb, Livingston & Co.

RICHARD PARSONS, American bark, 1,116, W. F. Thorndike, 20th August,—Shanghai 20th July, Ballast.—Arnhold, Karberg & Co.

SACHEM, American ship, 1,339, Wm. H. Gould, 29th Sept.,—New York 24th May, Oil.—Shewan & Co.

SANTA CLENA, American ship, 1,474, R. W. Fuller, 14th Sept.,—New York 23rd April, Kerosene Oil.—Jardine, Matheson & Co.

VELOCITY, British bark, 498, R. Martin, 14th August,—Honolulu, 15th June, General.—Chinese.

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned:—

FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
BEST of weight, etc., etc.

MITSUI BUSSAN KAISHIA,
Sole Agents.

Hongkong, 5th September, 1892. [890

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Belgic.....Thursday, 10th Nov.
Oceanic.....Tuesday, 29th Nov.

THE Steamship "BELGIC" will be despatched for San Francisco, *viâ* Yokohama, on THURSDAY, the 10th November, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... $225.00
To Liverpool and London..... 325.00
To Paris and Bremen..... 345.00
To Havre and Hamburg..... 335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb	285.00	
St. Louis, Mo	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y	311.00	308.50
Washington, D.C., Baltimore, Md	317.90	311.75
Montreal, Canada	319.75	318.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months.....$337.50
12 months.....$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE, P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72 Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 12th October, 1892.

Intimations.

LEVY HERMANOS.

IMPORTERS of JEWELLERY and DIAMONDS in great variety; by every Mail, fresh consignments of latest Novelties from Europe.

CHRONOMETERS, CLOCKS, and WATCHES of all kinds. Handsome TIMEPIECES, and all kinds of Opticians' Goods.

LEVY HERMANOS,
10, Queen's Road Central.
Opposite the Telegraph Companies' Office.

Hongkong, 16th September, 1892. [924

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS. NAUTICAL INSTRUMENTS. CHARTS and BOOKS.

No. 48, Queen's Road Central. [633

PROFESSIONAL NOTICE.

I HAVE this Day resumed my Hongkong DENTAL PRACTICE.

DENTON E. PETERSON, D.D.S.,
No. 9, Connaught House,
Queen's Road Central.

Hongkong, 3rd October, 1892. [785

SIEN TING,
SURGEON DENTIST,
No. 10, DAGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1892. [966

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROGERS), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).

CONSULTATION FREE.

Hongkong, 27th July, 1892. [891

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

City of Peking.....Saturday, 22nd Oct.
China.....Tuesday, 1st Nov.
Peru.....Saturday, 19th Nov.
City of Rio de Janeiro (via Honolulu).....Saturday, 10th Dec.

THE U. S. Mail Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, *viâ* YOKOHAMA, on SATURDAY, the 22nd Oct., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... $225.00
To Liverpool and London..... 325.00
To Paris and Bremen..... 345.00
To Havre and Hamburg..... 335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb	285.00	
St. Louis, Mo	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y	311.00	308.50
Washington, D.C., Baltimore, Md	317.90	311.75
Montreal, Canada	319.75	318.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rate (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months.....$337.50
12 months.....$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 12th October 1892

Intimations.

PRIVATE BOARD AND RESIDENCE,
"GLENEALY BUILDINGS,"
(Nos. 13 and 14, Wyndham Street.)

MRS. GILLANDERS has VACANCIES for RESIDENT BOARDERS and VISITORS; also Accommodation for TABLE BOARDERS.

Hongkong, 4th July, 1892. [650

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

No. 8, Queen's Road Central. [633

If you have a
COLD or COUGH,
it leads to
CONSUMPTION,
SCOTT'S
EMULSION
OF PURE COD LIVER OIL AND HYPOPHOSPHITES OF LIME AND SODA.

IS SURE CURE FOR IT.—This preparation contains the stimulating properties of the *Hypophosphites* and the *Norwegian Cod Liver Oil*, used by physicians all the world over. It is as palatable as milk. Three times as efficacious as plain Cod Liver Oil. A perfect Emulsion, better than all others made. For all forms of *Wasting, Pulmonary Affections, Bronchitis,*

CONSUMPTION,

Scrofula, and as a Flesh Producer there is nothing like SCOTT'S EMULSION. Let no one by profuse explanation or impudent entreaty induce you to accept a substitute.

Sold by all Chemists.

SCOTT & BOWNE, LIMITED, 47 FARRINGDON ST., LONDON, E.C.

Sole Agents for Hongkong and China: Messrs. A. S. WATSON & Co. (LIMITED).

Hongkong, 20th December, 1886.

Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of China | Wednesday | Nov. 2nd.
Empress of India | Wednesday | Nov. 30th.
Empress of Japan | Wednesday | Dec. 28th.

THE R. M. S. "EMPRESS OF CHINA," Captain R. Archibald, Commander, sailing at Noon, on WEDNESDAY, the 2nd November, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, *viâ* SHANGHAI, KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	One Way Fares.	Prepaid return. 4 mos.	Prepaid return. 12 mos.
Vancouver, Victoria, Esquimault, New Westminster, B.C.; Port Townsend, Seattle, Tacoma, Wash.; Portland, Ore., San Francisco	225	338	394
Banff Calgarry, Alba	255	381	447
Winnipeg, Man	275	412	482
To Minneapolis, St. Paul, Duluth, Minn	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo; Milwaukee, Wis	295	443	517
Detroit, in Mich., Cincinnati, Cleveland, Columbus, O.; Hamilton, London, Toronto, Ont.; Buffalo, Niagara Falls, N.Y.; Kingston, Ottawa, Ont., Montreal, Quebec, Que.; New York, Albany, Troy, Rochester, N.Y.	305	458	534
Baltimore, Md., Philadelphia, Pittsburg, Pa.; Washington, D. C., Boston, Mass., Portland, Me.; Halifax, N.S., St. John, N.B.	310	465	543
Liverpool and London via Liverpool	325	575	650
Paris, via Liverpool and London	345	not issued	
Havre, via Liverpool	335		
Bremen, "	345		
Hamburg, "	335		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

E. HOLLOWAY,
General Agent.
Office, Pedder's Street.

Hongkong, 8th October 1892. [5

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Victoria.....| Thursday.....| November 3rd.
Tacoma.....| Thursday.....| December 1st.
A Steamer.....| Thursday.....| December 29th.

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

THE Steamship "VICTORIA," sailing at Noon, on THURSDAY, the 3rd Nov., will proceed to VICTORIA, B.C., and TACOMA, *viâ* KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 4th October, 1892. [510

NOTICE.

JEYES' SANITARY COMPOUNDS COMPANY, LIMITED.

JEYES' WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 10th June, 1892. [9

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS, and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1881. [669

Printed and Published by ROBERT FRASER SMITH, No. 6, Pedder's Hill, in the city of Victoria, Hongkong.